RLP LOAN
#4

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Hamilton County CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 01 / 06

CONTACT: Tim Gilday PHONE # (513) 946 - 8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: KENWOOD ROAD IMPROVEMENT

SUBDIVISION TYPE
(Check only 1)
X 1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
__1. Grant $_____
X 2. Loan $287,500.00
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $575,000.00

FUNDING REQUESTED: $ 287,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$_____ LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.
RLP LOAN: $287,500 RATE: 0 % TERM: 20 yrs.

(Check only 1)
X State Capital Improvement Program
__Small Government Program
__Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$_____.00	
	Preliminary Design	$_____. 00		
	Final Design	$_____. 00		
	Bidding	$_____. 00		
	Construction Phase	$_____. 00		
	Additional Engineering Services *Identify services and costs below.		$_____.00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.)	Construction Costs:		$ 575,000.00	
d.)	Equipment Purchased Directly:		$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.)	Construction Contingencies:		$_____.00	
g.)	TOTAL ESTIMATED COSTS:		$ 575,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 287,500.00	50
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 287,500.00	50
d.)	OPWC Funds		
	1. Grant	$ .00	
	2. Loan	$ 287,500.00	50
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 287,500.00	50
e.)	TOTAL FINANCIAL RESOURCES:	$ 575,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: KENWOOD ROAD IMPROVEMENT

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in Sycamore Township. The construction limits are as follows:

From: Euclid Road *(Madeira corp. line)* ***to:*** Montgomery Road *(not including the intersection).*

PROJECT ZIP CODE: 45236

B: PROJECT COMPONENTS:

Pavement planing; full and partial depth repairs; drainage structure repair/replacement; utility boxes adjusted to grade; curb repair/replacement; resurface roadway with a structural overlay; pavement striping

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 2,506 LF (0.474 miles). Project width is 60'.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 21,000 Year: 2006 Projected ADT: __ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 575,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ 0.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	11 / 30 / 05	08 / 31 / 06
4.2	**Bid Advertisement and Award:**	11 / 30 / 07	12 / 31 / 07
4.3	**Construction:**	02 / 15 / 08	12 / 31 / 08
4.4	**Right-of-Way/Land Acquisition:**	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	William W. Brayshaw
TITLE	Hamilton County Engineer
STREET	10480 Burlington Road
CITY/ZIP	Cincinnati, OH 45231
PHONE	(513) 946 - 8902
FAX	(513) 946 - 8901
E-MAIL	william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL

OFFICER	Dusty Rhodes
TITLE	Hamilton County Auditor
STREET	138 East Court Street Room 304, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4045
FAX	(513) 946 - 4043
E-MAIL	auditor@fuse.net

5.3 PROJECT MANAGER Timothy Gilday

TITLE	Planning & Design Engineer
STREET	10480 Burlington Road
CITY/ZIP	Cincinnati, OH 45231
PHONE	(513) 946 - 8914
FAX	(513) 946 - 8901
E-MAIL	tim.gilday@hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.**

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.**

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.**

[ ] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[ ] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[X] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Kenwood Road Improvement project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

PROJECT KENWOOD ROAD

ITEM SPEC	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL QUANTITIES
201	CLEARING & GRUBBING, INC. TREE REMOVAL	LS	1	$7,500.00	$7,500.00
202	PAVEMENT REMOVED (DRIVES)	SY	500	$12.00	$6,000.00
202	TRENCH DRAIN REMOVED	F	100	$12.00	$1,200.00
202	SLOTTED DRAIN REMOVED	F	100	$10.00	$1,000.00
251	PARTIAL DEPTH PAVEMENT REPAIR	SY	500	$25.00	$12,500.00
254	PAVEMENT PLANING	SY	14,000	$2.00	$28,000.00
448	ASPH. CONC. INTER., TYPE 1, PG64-28 (SCRATCH)	CY	400	$135.00	$54,000.00
448	ASPH. CONC. SURF., TYPE 1H	CY	600	$135.00	$81,000.00
604	CB ADJ. TO GRADE (RING)	EA	2	$200.00	$400.00
604	CB ADJ. TO GRADE (B&M)	EA	15	$500.00	$7,500.00
604	ST. MH ADJ. TO GRADE (RING)	EA	1	$200.00	$200.00
604	ST. MH ADJ. TO GRADE (B&M)	EA	7	$500.00	$3,500.00
604	SAN. MH ADJ. TO GRADE (RING)	EA	8	$200.00	$1,600.00
604	SAN. MH ADJ. TO GRADE (CONCRETE RING)	EA	1	$500.00	$500.00
604	SAN. MH ADJ. TO GR W/NEW CAST (CONC RING)	EA	1	$1,000.00	$1,000.00
604	SAN. MH ADJ. TO GRADE (B&M)	EA	7	$500.00	$3,500.00
604	WVC ADJ. TO GRADE (RING)	EA	1	$500.00	$500.00
604	WVC ADJ. TO GRADE (B&M)	EA	10	$500.00	$5,000.00
604	MONUMENT BOX ADJUSTED TO GRADE	EA	6	$500.00	$3,000.00
SPL	12" CONC. PIPE AS DIRECTED	F	100	$60.00	$6,000.00
608	CONCRETE WALK (5')	SF	10,000	$6.00	$60,000.00
608	CURB RAMP (COMBINED, CONCRETE WALK)	EA	10	$750.00	$7,500.00
614	MAINTAINING TRAFFIC	LS	1	$20,000.00	$20,000.00
621	RAISED PAVEMENT MARKERS	EA	400	$25.00	$10,000.00
1125	VALVE BOX RESET	EA	15	$500.00	$7,500.00
SPL	STRIPING (THERMO& OR EPOXY)	LS	1	$15,050.00	$15,050.00
SPL	PERFORMANCE BOND	LS	1	$7,000.00	$7,000.00
SPL	REMOVE EX. RAISED PAV'T MARK.	EA	400	$7.00	$2,800.00
SPL	BUTT JOINT (ASPHALT)	F	100	$15.00	$1,500.00
SPL	FULL DEPTH REPAIR (ASPH.)	SY	600	$50.00	$30,000.00
SPL	FULL DEPTH REPAIR (CONC.)	SY	500	$75.00	$37,500.00
SPL	CONCRETE CURB & GUTTER REPAIR	F	2,500	$30.00	$75,000.00
SPL	DETECTOR LOOP	EA	15	$1,200.00	$18,000.00
SPL	DOWNSPOUT PIPE	F	50	$10.00	$500.00
SPL	TRENCH DRAIN	F	100	$60.00	$6,000.00
SPL	REPLACE CATCH BASIN GRATES	EA	30	$125.00	$3,750.00
SPL	REHAB EX CATCH BASIN/INLET, COMPLETE	EA	2	$1,500.00	$3,000.00
SPL	RECON EX CATCH BASIN/INLET, COMPLETE	EA	2	$2,000.00	$4,000.00
SPL	ADJUST EXISTING CATCH BASIN/INLET, COMPLETE	EA	1	$1,000.00	$1,000.00
SPL	MONUMENT BOX INSTALLED	EA	1	$1,000.00	$1,000.00
SPL	NON-REINF CONC PAVEMENT (7" DRIVE APRONS)	SY	500	$70.00	$35,000.00
SPL	REMOVE EX CB & CONSTRUCT CB-3, COMPLETE	EA	2	$2,500.00	$5,000.00
	TOTAL				**$575,000.00**


Blue Ash Airport
EVENDALE
BLUE ASH
MONTGOMERY
READING
Rossmoyne
SYCAMORE
Kenwood
INDIAN
AMBERLEY VILLAGE
DEER PARK
SILVERTON
Kennedy Heights
Pleasant Ridge
MADEIRA
North Clippinger
South Clippinger
University of Cincinnati Raymond Walters College
Hazelwood
Oakley
French Park
Reading Historical Cemetery
Evendale Commerce Park
Blue Ash Municipal Golf Course
Blue Ash Recreation Center
Montgomery Pines Park
Montgomery Municipal Building
Market Place at Montgomery Shopping Center
Kenwood Country Club
Kenwood Towne Place
Kenwood Collection
Kenwood Center
Kenwood Plaza
Kenwood Office Center
Deer Park Town Square
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Deer Park Shoe Store
Deer Park Jewelry Store
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Deer Park Arboretum
Deer Park Nature Center
Deer Park Wildlife Refuge
Deer Park Forest Preserve
Deer Park State Park
Deer Park National Park
Deer Park Monument
Deer Park Memorial
Deer Park Statue
Deer Park Fountain
Deer Park Clock Tower
Deer Park Bell Tower
Deer Park Lighthouse
Deer Park Windmill
Deer Park Water Tower
Deer Park Observation Tower
Deer Park Radio Tower
Deer Park Television Tower
Deer Park Cell Phone Tower
Deer Park Satellite Dish
Deer Park Solar Panel
Deer Park Wind Turbine
Deer Park Hydroelectric Dam
Deer Park Power Plant
Deer Park Substation
Deer Park Transformer
Deer Park Electric Meter
Deer Park Gas Meter
Deer Park Water Meter
Deer Park Sewer Line
Deer Park Storm Drain
Deer Park Manhole
Deer Park Fire Hydrant
Deer Park Street Light
Deer Park Traffic Light
Deer Park Stop Sign
Deer Park Yield Sign
Deer Park Speed Limit Sign
Deer Park One Way Sign
Deer Park No Parking Sign
Deer Park Crosswalk
Deer Park Bike Lane
Deer Park Sidewalk
Deer Park Curb
Deer Park Gutter
Deer Park Driveway
Deer Park Parking Lot
Deer Park Parking Garage
Deer Park Parking Meter
Deer Park Bus Stop
Deer Park Train Station
Deer Park Subway Station
Deer Park Airport
Deer Park Heliport
Deer Park Runway
Deer Park Taxiway
Deer Park Hangar
Deer Park Control Tower
Deer Park Terminal
Deer Park Gate
Deer Park Boarding Area
Deer Park Baggage Claim
Deer Park Customs
Deer Park Immigration
Deer Park Security
Deer Park Police
Deer Park Fire Department
Deer Park Ambulance
Deer Park Emergency Room
Deer Park Urgent Care
Deer Park Clinic
Deer Park Doctor's Office
Deer Park Dentist's Office
Deer Park Optometrist's Office
Deer Park Chiropractor's Office
Deer Park Physical Therapist's Office
Deer Park Psychologist's Office
Deer Park Psychiatrist's Office
Deer Park Social Worker's Office
Deer Park Counselor's Office
Deer Park Therapist's Office
Deer Park Massage Therapist's Office
Deer Park Acupuncturist's Office
Deer Park Herbalist's Office
Deer Park Homeopath's Office
Deer Park Naturopath's Office
Deer Park Osteopath's Office
Deer Park Podiatrist's Office
Deer Park Dermatologist's Office
Deer Park Allergist's Office
Deer Park Pediatrician's Office
Deer Park Obstetrician's Office
Deer Park Gynecologist's Office
Deer Park Urologist's Office
Deer Park Cardiologist's Office
Deer Park Neurologist's Office
Deer Park Oncologist's Office
Deer Park Radiologist's Office
Deer Park Anesthesiologist's Office
Deer Park Surgeon's Office
Deer Park Nurse's Office
Deer Park Medical Assistant's Office
Deer Park Receptionist's Office
Deer Park Secretary's Office
Deer Park Manager's Office
Deer Park Director's Office
Deer Park President's Office
Deer Park Vice President's Office
Deer Park Chief Executive Officer's Office
Deer Park Chief Financial Officer's Office
Deer Park Chief Operating Officer's Office
Deer Park Chief Technology Officer's Office
Deer Park Chief Marketing Officer's Office
Deer Park Chief Human Resources Officer's Office
Deer Park Chief Legal Officer's Office
Deer Park Chief Information Officer's Office
Deer Park Chief Security Officer's Office
Deer Park Chief Compliance Officer's Office
Deer Park Chief Risk Officer's Office
Deer Park Chief Audit Executive's Office
Deer Park Chief Ethics Officer's Office
Deer Park Chief Diversity Officer's Office
Deer Park Chief Sustainability Officer's Office
Deer Park Chief Innovation Officer's Office
Deer Park Chief Data Officer's Office
Deer Park Chief Analytics Officer's Office
Deer Park Chief Digital Officer's Office
Deer Park Chief Customer Officer's Office
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Deer Park Pediatrician's Office
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Deer Park Dermatologist's Office
Deer Park Podiatrist's Office
Deer Park Osteopath's Office
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Deer Park Doctor's Office
Deer Park Clinic
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Deer Park Fire Department
Deer Park Police
Deer Park Security
Deer Park Immigration
Deer Park Customs
Deer Park Baggage Claim
Deer Park Boarding Area
Deer Park Gate
Deer Park Terminal
Deer Park Control Tower
Deer Park Hangar
Deer Park Taxiway
Deer Park Runway
Deer Park Heliport
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Deer Park Train Station
Deer Park Bus Stop
Deer Park Parking Meter
Deer Park Parking Garage
Deer Park Parking Lot
Deer Park Driveway
Deer Park Gutter
Deer Park Curb
Deer Park Sidewalk
Deer Park Bike Lane
Deer Park Crosswalk
Deer Park No Parking Sign
Deer Park One Way Sign
Deer Park Speed Limit Sign
Deer Park Yield Sign
Deer Park Stop Sign
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Deer Park Toy Store
Deer Park Bookstore
Deer Park Pharmacy
Deer Park Liquor Store
Deer Park Convenience Store
Deer Park Supermarket
Deer Park Grocery Store
Deer Park Hardware Store
Deer Park Tire Center
Deer Park Car Wash
Deer Park Auto Repair
Deer Park Gas Station
Deer Park Laundromat
Deer Park Dry Cleaners
Deer Park Beauty Salon
Deer Park Barber Shop
Deer Park Salon
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Deer Park Golf Course
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Deer Park Mosque
Deer Park Temple
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Deer Park Plaza
Deer Park Town Square
Kenwood Center
Kenwood Office Center
Kenwood Collection
Kenwood Plaza
Kenwood Towne Place
Kenwood Country Club
Blue Ash Municipal Golf Course
Blue Ash Recreation Center
Evendale Commerce Park
Reading Historical Cemetery
French Park
Hazelwood
University of Cincinnati Raymond Walters College
Blue Ash Airport
EVENDALE
BLUE ASH
MONTGOMERY
READING
Rossmoyne
SYCAMORE
Kenwood
INDIAN
AMBERLEY VILLAGE
DEER PARK
SILVERTON
Kennedy Heights
Pleasant Ridge
MADEIRA
North Clippinger
South Clippinger
Oakley
75
42
126
71
22
3
12
15
17

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 1, 2006

STATUS OF FUNDS REPORT

Project: **KENWOOD ROAD IMPROVEMENT PROJECT**

This is to certify that the sum of $287,500.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer: _____

DUSTY RHODES
HAMILTON COUNTY AUDITOR

County of Hamilton

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700 COUNTY ADMINISTRATION BUILDING

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December 4, 2006

Mr. W. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

Attention: Mike Miller, Program Representative

RE: Repayment of Loan for Kenwood Road Improvements Project

Dear Mike:

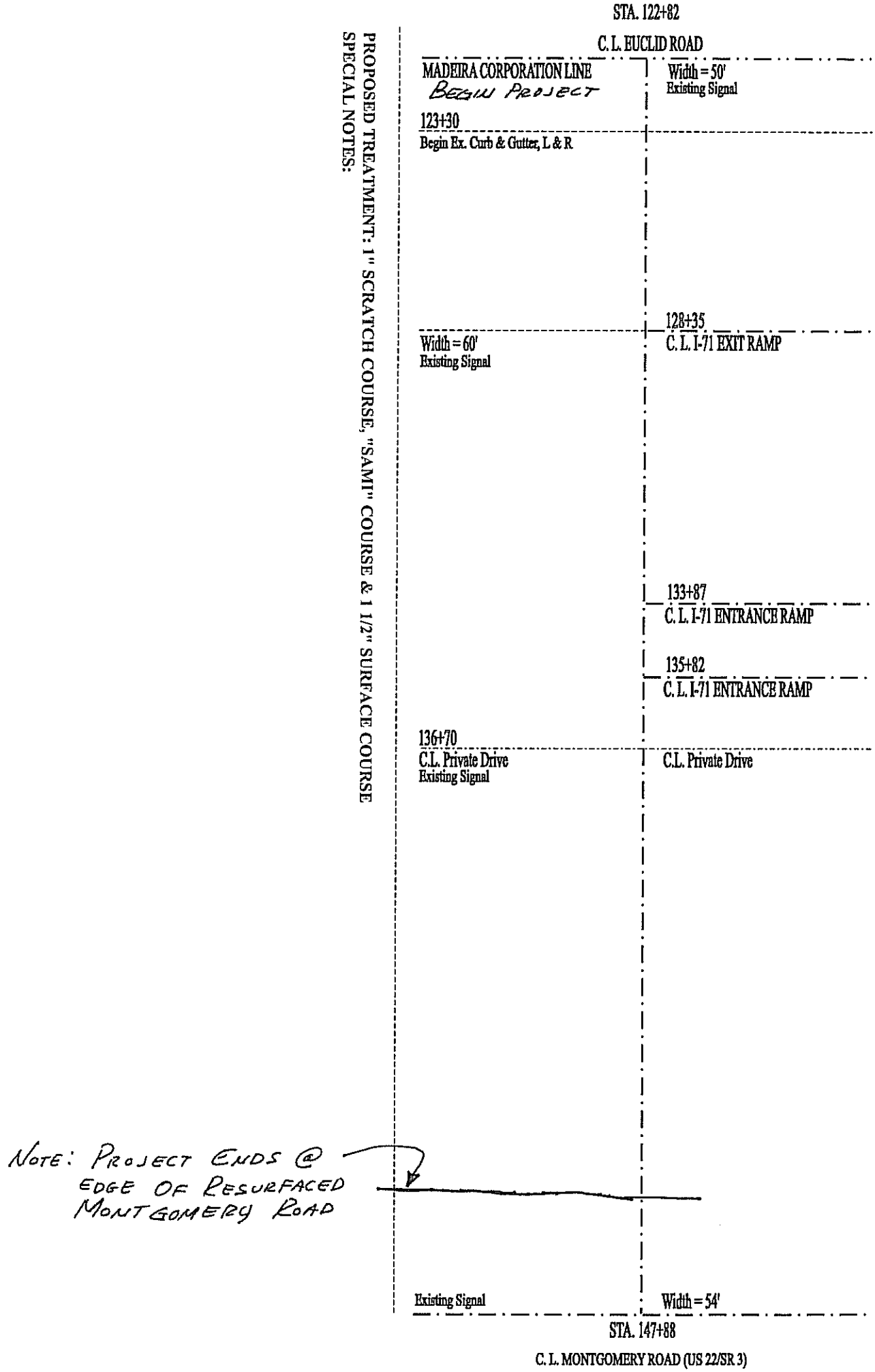
The loan for the Kenwood Road Improvements Project in the amount of $287,500.00 will be repaid utilizing the Permissive Auto Tax fund.

Should any additional information or materials be needed in OPWC's consideration of this project, please contact Mr. Joe Cottrill, District 2 Liaison, at (513) 946-8906.

Sincerely,

Ted B. Hubbard, PE-PS
Chief Deputy, Hamilton County Engineer's Office

TBH/jdc


STA. 122+82
C. L. EUCLID ROAD
MADEIRA CORPORATION LINE
BEGIN PROJECT
Width = 50'
Existing Signal
123+30
Begin Ex. Curb & Gutter, L & R
128+35
C. L. I-71 EXIT RAMP
Width = 60'
Existing Signal
133+87
C. L. I-71 ENTRANCE RAMP
135+82
C. L. I-71 ENTRANCE RAMP
136+70
C.L. Private Drive
Existing Signal
C.L. Private Drive
PROPOSED TREATMENT: 1" SCRATCH COURSE, "SAMI" COURSE & 1 1/2" SURFACE COURSE
SPECIAL NOTES:
NOTE: PROJECT ENDS @ EDGE OF RESURFACED MONTGOMERY ROAD
Existing Signal
Width = 54'
STA. 147+88
C. L. MONTGOMERY ROAD (US 22/SR 3)
KENWOOD ROAD (CR 269)

County of Hamilton

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CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Kenwood Road Improvement** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

KENWOOD ROAD

FROM EUCLID ROAD TO CITY OF BLUE ASH CORP. LINE

DISTANCE:	LOCATION:	ADDRESS:	COMMENTS:
0+00	**EUCLID ROAD**	**7000**	
2+00	Church Entrance	7205	200' North of Euclid Road
2+40	Private Drive	7198	240' North of Euclid Road
3+20	Private Drive	7200	230' South of I-71 North Exit
4+00	Private Drive	7202	150' South of I-71 North Exit
4+75	Private Drive	7090	75' South of I-71 North Exit
5+50	**I-71 NORTH EXIT**	**7106**	550' North of Euclid Road
6+40	Private Drive	7122	90' North of I-71 North Exit
9+10	**I-71 OVERPASS**		
11+50	**I-71 SOUTH ENTRANCE**	**7220**	
11+50	Business Drive (KFC)	7230	@ I-71 South Entrance
12+50	Chevron Food Mart	7250	125' South of St. Vincent/Plaza
13+75	**ST. VINCENT/PLAZA**	**7265**	
15+25	Wendy's	7285	150' North of St. Vincent/Plaza
16+25	Business Drive	7382	250' North of St. Vincent/Plaza
16+75	Business Drive	7331	300' North of St. Vincent/Plaza
17+25	Graeters Ice Cream	7369	350' North of St. Vincent/Plaza
18+85	**KENWOOD MALL/PLAZA**	**7373**	**510' North of St. Vincent/Plaza**
19+60	Business Drive	7381	540' S. of Montgomery (US 22-3)
20+30	Business Drive	7387	475' S. of Montgomery (US 22-3)
21+00	Business Drive	7402	400' S. of Montgomery (US 22-3)
23+00	Business Drive (Bank)	7435	200' S. of Montgomery (US 22-3)
25+00	**MONTGOMERY ROAD (US 22-3)**	**7450**	
25+75	Gas Station	7530	75' N. of Montgomery (US 22-3)
26+50	Business Drive	7565	150' N. of Montgomery (US 22-3)
27+00	Business Drive	7565	150' South of Orchard Drive
28+00	Business Drive	7565	50' South of Orchard Drive
28+50	**ORCHARD ROAD**	**7585**	
29+25	Business Drive	7599	75' North of Orchard Drive
29+80	Business Drive	7615	130' North of Orchard Drive
30+75	**TOWNE CENTRE/Business**	**7629**	**225' North of Orchard Drive**
34+00	**TOWNE CENTRE/Good Shepherd**	**7701**	**550' North of Orchard Drive**
38+50	Franks Nursery	7835	720' South of Happiness Way

KENWOOD ROAD

FROM EUCLID ROAD TO CITY OF BLUE ASH CORP. LINE

DISTANCE:	LOCATION:	ADDRESS:	COMMENTS:
74+65	Private Drive	8531	560′ North of Kugler Mill Road
74+90	Sycamore Twp. Complex	8522	530′ South of Sycamore Road
76+60	Private Drive	8541	360′ South of Sycamore Road
78+20	Sycamore Twp. Complex	8540	200′ South of Sycamore Road
78+70	Private Drive	8570	150′ South of Sycamore Road
79+20	Private Drive	8587	100′ South of Sycamore Road
79+75	Private Drive	8588	45′ South of Sycamore Road
80+20	**SYCAMORE ROAD/TWP FIRE**	**8590**	
81+70	Private Drive	8626	150′ North of Sycamore Road
84+85	Baptist Church	8645	465′ North of Sycamore Road
86+30	Heitmeyer Nursery	8710	380′ South of Bayberry Drive
86+35	Private Drive	8705	375′ South of Bayberry Drive
88+50	Private Drive	8725	160′ South of Bayberry Drive
90+10	**BAYBERRY DRIVE**	**8730**	
91+05	**CITY OF BLUE ASH CORP.**	**8775**	
91+35	Private Drive	8778	

KENWOOD ROAD

FROM EUCLID ROAD TO CITY OF BLUE ASH CORP. LINE

DISTANCE:	LOCATION:	ADDRESS:	COMMENTS:
38+70	Business Drive	7846	700' South of Happiness Way
40+50	Private Drive	7887	520' South of Happiness Way
41+20	Private Drive	7901	450' South of Happiness Way
41+80	Private Drive	7919	390' South of Happiness Way
42+30	**TOWNE CENTRE/Private Dr.**	**7939**	**340' South of Happiness Way**
43+20	Private Drive	7953	250' South of Happiness Way
43+70	Private Drive	7969	200' South of Happiness Way
44+20	Private Drive	7987	150' South of Happiness Way
45+70	**HAPPINESS WAY**	**7990**	
47+20	Merchantile Bank	8001	150' North of Happiness Way
47+70	**TOWNE CENTRE/Hospital**	**8000**	**550' South of Galbraith Road**
53+20	**GALBRAITH ROAD**	**8199**	
55+95	Private Drive	8248	275' North of Galbraith Road
56+80	Private Drive	8257	360' North of Galbraith Road
57+70	Private Drive	8270	450' North of Galbraith Road
58+00	Private Drive	8271	395' South of Marieview Drive
58+75	Private Drive	8281	320' South of Marieview Drive
58+85	Private Drive	8284	310' South of Marieview Drive
59+05	Private Drive	8291	290' South of Marieview Drive
60+30	Private Drive	8306	165' South of Marieview Drive
61+80	Private Drive	8321	15' South of Marieview Drive
61+95	**MARIEVIEW DRIVE**	**8330**	
62+40	Baptist Church	8341	45' North of Marieview Drive
63+60	Private Drive	8344	165' North of Marieview Drive
64+50	Private Drive	8362	255' North of Marieview Drive
65+40	Private Drive	8381	345' North of Marieview Drive
66+40	Private Drive	8390	265' South of Kugler Mill Road
67+25	Private Drives	8403/8406	180' South of Kugler Mill Road
69+05	**KUGLER MILL ROAD**	**8440**	
70+20	Private Drive	8444	25' North of Kugler Mill Road
72+05	Private Drive	8452	300' North of Kugler Mill Road
72+85	Private Drive	8460	380' North of Kugler Mill Road
73+60	Private Drive	8505	455' North of Kugler Mill Road

A RESOLUTION AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED.

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the County of Hamilton, State of Ohio, is planning to make capital improvements Blue Rock Road, Dry Fork Road, Galbraith Road, Kenwood Road, Loveland Madeira Road, Miles Road, Rapid Run Road, Remington Road, Winton Road and Sewer No.5787 and "550-700 Storage and Treatment Facility; and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs.

NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners of Hamilton County, State of Ohio as follows:

SECTION I

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is hereby authorized to apply to the OPWC for funds as described above.

SECTION II

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION III

It is found and determined that all formal action of this Board of Hamilton County Commissioners concerning or related to the adoption of this resolution were adopted in an open meeting of this Board of Hamilton County Commissioners and all deliberations of this Board of Hamilton County Commissioners and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

This resolution shall be in full force and effect from and immediately after its adoption.

BE IT RESOLVED that the Clerk of this Board be, and she is hereby authorized and directed to certify a copy of this Resolution to the County Engineer, County Auditor, County Recorder and Hamilton County Regional Planning Commission.

ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, Ohio this 20th day of September, 2006.

Mr. DeWine, AYE Mr. Heimlich, ABSENT EXCUSED Mr. Portune, AYE

VOL 203
SEP 20 2006
IMAGE 11758

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, Ohio, this 20th day of September, 2006.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 20th day of September, 2006.

Jacqueline Panioto, County Clerk
Board of County Commissioners
Hamilton County, Ohio

PAVEMENT CORES

WINTON, GALBRAITH, KENWOOD & BLUE ROCK ROADS

HAMILTON COUNTY, OHIO

Prepared for: County of Hamilton
Hamilton County Engineers
Thelen Project No.: 060699NE

THELEN ASSOCIATES, INC.
Geotechnical • Testing Engineers

1398 Cox Avenue / Erlanger, Kentucky 41018-1002 / 859-746-9400 / Fax 859-746-9408
2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

KENWOOD Road

THELEN ASSOCIATES, INC.
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2140 Waycross Road / Cincinnati, Ohio 45240-2719 / 513-825-4350 / Fax 513-825-4756
www.thelenassoc.com

August 18, 2006
Revised: August 23, 2006

County of Hamilton
Hamilton County Engineer
223 W. Galbraith Road
Cincinnati, Ohio 45215

Attention: Mr. Eric Beck, P.E.

Re: Pavement Cores
Winton, Galbraith, Kenwood &
Blue Rock Roads
Hamilton County, Ohio

Ladies and Gentlemen:

Contained herein are the results of pavement cores performed along Winton, Galbraith, Kenwood & Blue Rock Roads in Hamilton County, Ohio. This work was requested and authorized by Mr. Eric Beck, P.E., County of Hamilton, during a telephone conversation with our Ms. Nancy M. Goins on July 11, 2006.

The purpose of our services were to sample the depth and composition of the existing pavement along the specific sections of these project streets. An evaluation of the soil subgrade was not requested.

The pavement core locations were determined by the County of Hamilton and staked in the field by their office. The pavement cores were offset as required due to overhead power lines. Ground surface elevations were not determined. The location of the cores are noted on the Pavement Core Summaries enclosed with this report.

The cores were obtained by our personnel by coring through the existing pavement utilizing 3-1/4, 4 and 6 inch diameter diamond bit core barrels. The recovered samples were marked in the field for future identification and field measurements of the total pavement depth was documented. Mr. Pat Ashcraft, County of Hamilton, was present during the coring process and recorded the pavement cores with the use of a camera.

Upon receipt of the samples to our Construction Materials Laboratory, the samples were measured and reviewed for composition. The Pavement Core Summaries were developed at this time.

For Phase I of Winton Road, which extends from North Bend Road to Denier Place included Pavement Cores 1, 2, 3, 9, 10 and 11. Pavement Cores 1 and 2 encountered full depth asphalt pavement consisting of 7-1/2 and 5-1/4 inches, respectively. Pavement Cores 3, 9, 10 and 11 encountered 3 to 5-1/2 inches of asphaltic concrete underlain by 7-7/8 to 10-7/8 inches of Portland cement concrete. Total pavement thickness ranged between 5-1/4 inches in Pavement Core 2 to 15-7/8 inches in Pavement Core 10.

For Phase II of Winton Road between North Hill Lane and Reynard Avenue, Pavement Cores 4 through 8 and 12 through 18 were performed. These pavement cores encountered 3-1/2 to 12-1/2 inches of asphaltic concrete underlain by 7 to 15 inches of Portland cement concrete. Total pavement thicknesses ranged between 11-1/4 inches in Pavement Core 7 to 27-1/2 inches in Pavement Core 18.

For Galbraith Road between Winton Road and Bobolink Drive eight (8) cores were performed. These cores encountered 1-1/2 to 2-7/8 inches of asphaltic concrete underlain by 7 to 9 inches of Portland cement concrete. Total pavement thicknesses ranged between 9-1/4 inches in Pavement Core 4 to 11-3/4 inches in Pavement Core 6.

For Kenwood Road between Montgomery Road to Euclid Road four (4) pavement cores were performed. Pavement Cores 2 and 3 encountered 15 inches and 12 inches of full-

depth asphalt pavement, respectively. Pavement Cores 1 and 4 encountered 4 inches and 3-1/2 inches of asphaltic concrete underlain by 8 inches and 6 inches of Portland cement concrete, respectively. Total pavement thicknesses ranged between 9-1/2 inches in Pavement Core 4 to 15 inches in Pavement Core 2.

For Blue Rock Road between Galbraith Road and Sheed Road four (4) pavement cores were performed. These pavement cores encountered full-depth asphalt pavement ranging from 10-1/4 inches in Pavement Core 4 to 13 inches in Pavement Core 3.

Enclosed with this report are the Pavement Core Summaries, which provide additional information, concerning the condition of the pavement core and composition of the pavements encountered. The pavement cores are available for review in our Forest Park, Ohio office.

For pavements which are underlain by fractured to disintegrated concrete, the pavement section will have two (2) major issues. The first issue is that the concrete will continue to disintegrate with each freeze/thaw cycle. This weakening of the rigid pavement beneath the flexible pavement will result in continued and worsening reflective cracking within the asphalt overlays.

The second issue is that the surface drainage and runoff will not be completely controlled and diverted to the storm sewer inlets. Water will filter down through any unsealed fractured pavement and pond on the clayey subgrade. This water is likely not outletted by gravity with a crowned subgrade and granular base which will result in a saturation and softening of the subgrade soils. This condition will become more pronounced once the rigid concrete pavement has fractured to the point that it is not dissipating the loads as originally designed, and will ultimately result in rutted pavements and depressions in areas where the subgrade soils have become weakened. These soft saturated soils will also be an issue if the existing pavement sections are to be removed. The subgrade soils will be above their optimum moisture contents and will be required to be moisture-

conditioned or removed and replaced to prepared a suitable soil subgrade for placing new pavements.

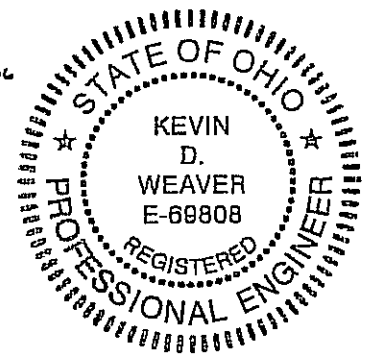
These issues will result in the pavement deterioration to accelerate to their design service life. These issues can only be remediated with a replacement of a new pavement section.

We appreciate the opportunity to be of service to you on this project. Should you have any questions concerning the data presented, or if we may be of additional assistance, please do not hesitate to contact us.

Respectfully submitted,
THELEN ASSOCIATES, INC.

Kevin D. Weaver 8-24-06

Kevin D. Weaver, P.E.
Staff/Materials Engineer



KDW:ph
060699NE

Enclosure: Pavement Core Summary, Winton Road Phase I
Pavement Core Summary, Winton Road Phase II
Pavement Core Summary, Galbraith Road
Pavement Core Summary, Kenwood Road
Pavement Core Summary, Blue Rock Road

Copies submitted: 2 - Client

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COUNTY OF HAMILTON
PAVEMENT CORES
WINTON, GALBRAITH, KENWOOD
& BLUE ROCK ROADS
HAMILTON COUNTY, OHIO
060699NE

PAVEMENT CORE SUMMARY
KENWOOD ROAD

Core No. 1 Right southbound lane in front of 7796 Kenwood Road
4" Asphaltic Concrete: 2 apparent courses
8" Portland Cement Concrete: Disintegrated

Total Pavement Thickness: 12"

Core No. 2 Left northbound lane in front of 7328 Kenwood Road
15" Asphaltic Concrete: 6 apparent courses
Granular Base: fine to coarse sand and gravel

Total Pavement Thickness: 15"

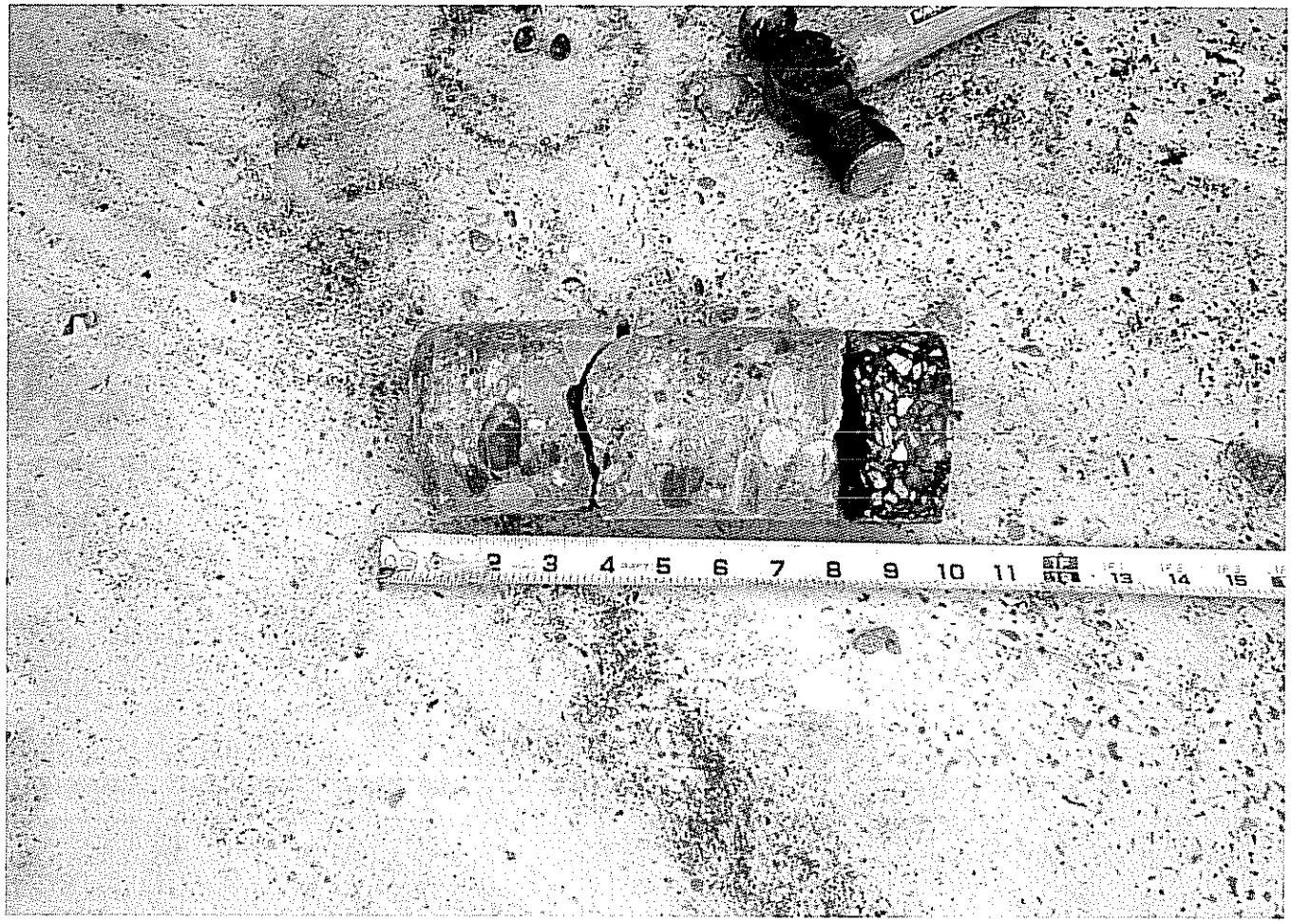
Core No. 3 Right northbound lane under I-71 Bridge on Kenwood Road
12" Asphaltic Concrete: 3 apparent courses
Granular Base: fine to coarse sand and gravel

Total Pavement Thickness: 12"

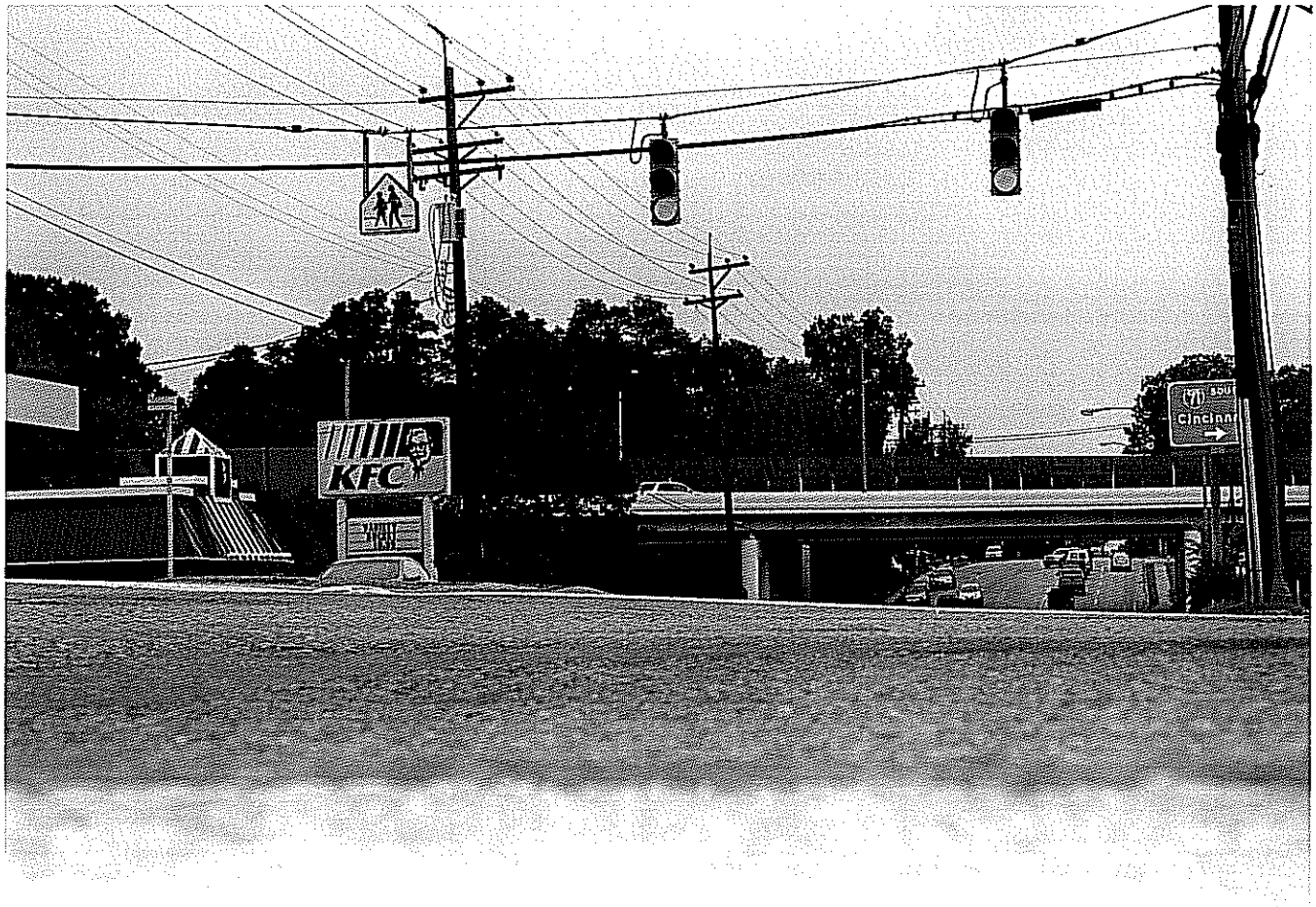
Core No. 4 Right southbound lane in front of 7090 Kenwood Road
3½" Asphaltic Concrete: 2 apparent courses
6" Portland Cement Concrete: Intact
Granular Base: fine to coarse sand and gravel

Total Pavement Thickness: 9-1/2"

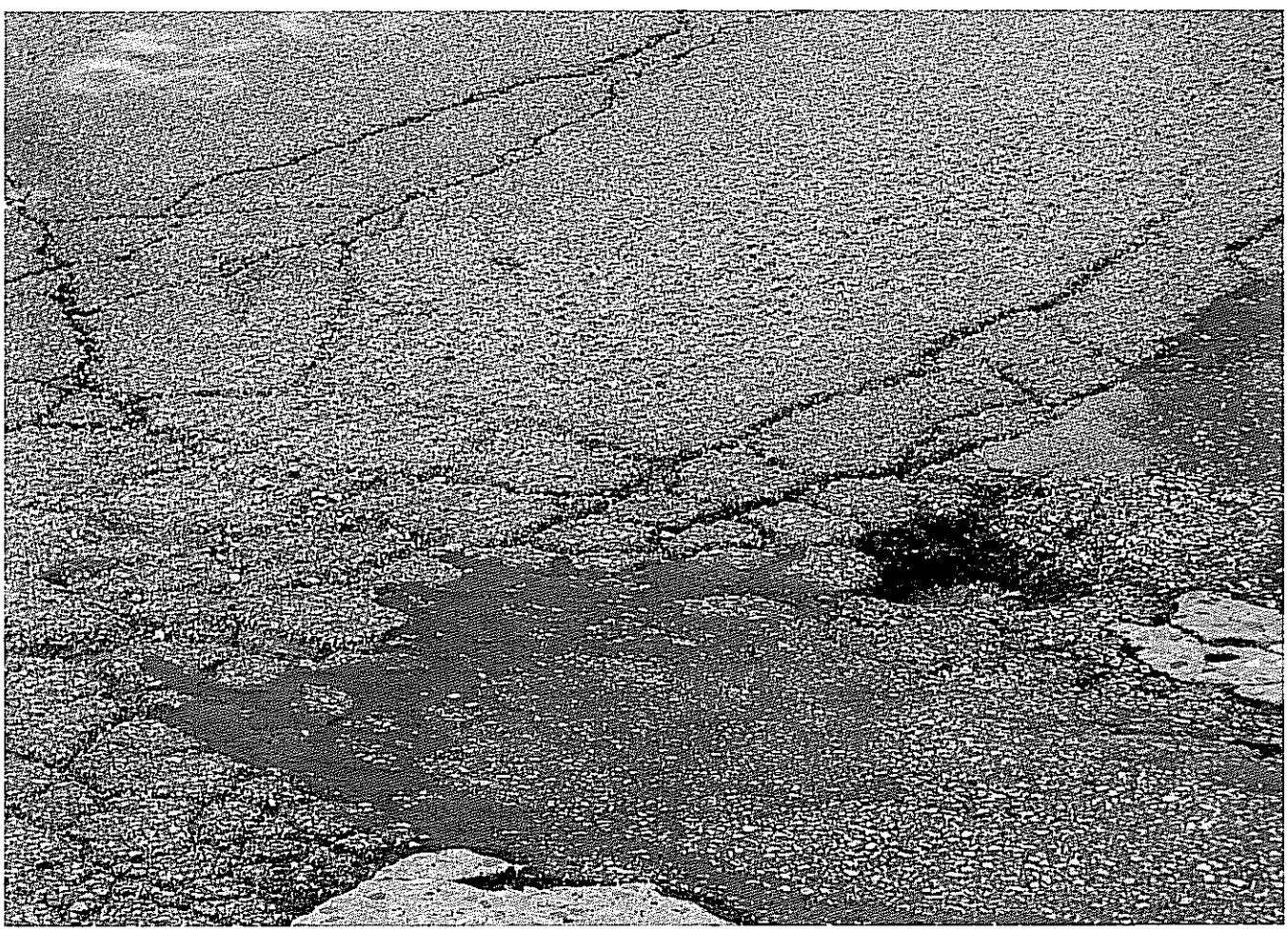
Key of Terms
Fractured: Generally intact, few random cracks
Heavily Fractured: Generally cracked into several pieces
Disintegrated: Broken to aggregate size with some matrix remaining


2 3 4 5 6 7 8 9 10 11 12 13 14 15


PORTER


KFC


71
SOUTH
Cincinnati



ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? __X__YES ____NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?
Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.
Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed

Kenwood Road within the project limits is in poor condition. There are many areas where full depth and partial depth repair are necessary. The attached Pavement Core report, Core No. 1, shows the concrete base is disintegrated in that area. An estimated quantity of 1,672 SY of full depth and 502 SY of partial depth will be involved. The full depth repairs amount to 10% of the surface area. The roadway surface is rough and extensive cracking is evident throughout the project limits. The existing curb is extensively deteriorated in many areas and needs to be replaced. Utility cuts and castings have affected much of the surface area. The southbound curb line (south of Montgomery Road) is a particular example of this.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?
Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

This section of Kenwood Road carries 21,000 vehicles a day. The road condition including uneven utility castings and settled trenches cause drivers to swerve which could lead to accidents, especially in the southbound curb lane (south of Montgomery Road to the I-71 southbound entrance ramp). There have been 302 accidents within the project limits in years 2001 through 2005. ***(See the attached Accident Summary forms).***

3) How important is the project to the health of the Public and the citizens of the District and/or service area?
Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are no significant health issues involved with this project.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Winton Road Improvements Phase II

Priority 2 Galbraith Road Improvement

Priority 3 Blue Rock Road Improvement

Priority 4 Kenwood Road Improvement

Priority 5 Winton Road Improvements Phase I

5) To what extent will the user fee funded agency be participating in the funding of the project?

(Example: rates for water or sewer, frontage assessments, etc.).

_____

_____

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will have a minimal impact on economic growth in the immediate area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

_____

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems or hazards (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and R/W agents will meet with owners. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This section of Kenwood Road is a major north-south thoroughfare beginning at Madison Road in Cincinnati at the south, passing through Madeira and Sycamore Township to Cornell Road in northern Blue Ash. It serves as a direct connecter to I-71, U.S. Route 22 (Montgomery Road), Galbraith Road, S.R. 126 (Ronald Reagan Highway), Cooper Road, Pfeiffer Road, and Cornell Road. It also is a direct route to Jewish Hospital and the major shopping center in the Kenwood Road, Montgomery Road, I-71 area.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NO BAN

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 21,000 X 1.20 = 25,200 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax ___X___

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008

NAME OF APPLICANT: Hamilton County

NAME OF PROJECT: Kenwood Road Improvement

RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

Fits definition - no structural overlay needed - extensive failures in both curb lanes - CL is in better shape

Appeal Score 17

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
(0) - No measurable impact

Appeal Score _____

Criterion 2 – Safety
The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) No measurable impact

Appeal Score _____

Criterion 3 – Health
The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 -Third priority project
(10) Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing
The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
(10) – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds _____%

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
(0) Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
(2) Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) **Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?**

(5) - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) **Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.**

(10) – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

_____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) **What is the overall economic health of the jurisdiction?**

10 Points
8 Points
(6) Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

(10) 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

Appeal Score _____

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?** ***(Provide documentation of which fees have been enacted.)***

5 - Two or more of the above
(3) One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.